Calendar No. 341

101ST CONGRESS *1st Session*	SENATE	REPORT 101-181

CERTIFICATE OF DOCUMENTATION FOR THE VESSEL "KARLISSA"

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

OF THE

SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ON

S. 1382

NOVEMBER 2 (legislative day, SEPTEMBER 18), 1989.—Ordered to be printed

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U.S. GOVERNMENT PRINTING OFFICE

39-010 WASHINGTON : 1989

S263-34

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NOVEMBER 2 (legislative day, SEPTEMBER 18), 1989.—Ordered to be printed

Mr. HOLLINGS, from the Committee on Commerce, Science, and Transportation, submitted the following

REPORT

[To accompany S. 1382]

The Committee on Commerce, Science, and Transportation, to which was referred the bill (S. 1382) to permit issuance of a certificate of documentation for employment in the coastwise trade of the United States for the vessel *Karlissa,* having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

PURPOSE OF THE LEGISLATION

S. 1382, as reported, grants coastwise trading privileges to the vessel *Karlissa.*

BACKGROUND AND NEEDS

Subject to certain limited exceptions, the provisions of law known as the Jones Act (section 27 of the Merchant Marine Act, 1920) and sections 12106–12108 of title 46, U.S. Code, provide that only those vessels built in the United States, continuously documented under the laws of the United States, and continuously owned by U.S. citizens may transport merchandise or passengers in the coastwise trade, or engage in the domestic fisheries of the United States.

Where the facts applicable to a particular vessel suggest that the U.S.-built, U.S.-documented, or U.S.-owned requirements have not been satisfied, the Coast Guard may not issue a document permitting coastwise trading or fisheries privileges for that vessel unless the requirements of the law are statutorily waived.

The vessel *Karlissa,* U.S. official number 950453, is a 300-foot salvage barge that is owned by Titan Maritime Industries of Florida. Titan acquired the *Karlissa* from the U.S. Army Corps of Engineers in 1988 pursuant to Public Law 100–676, which transferred the barge with the condition that it be used for the salvage of a shipwreck (the *A. Regina*) in Puerto Rico.

Because Titan is unable to ascertain the origin or date of manufacture of the *Karlissa,* it is unable to document the barge for coastwise trade. Titan is able to operate the barge in Puerto Rico, and to salvage the *A. Regina,* but without documentation for coastwise trade, Titan will be unable to use the barge in Florida. Thus, Titan would own the barge, complete the salvage operation in Puerto Rico, but be prohibited from using it in any future operations.

Legislative History

S. 1382 was introduced in the Senate on July 24, 1989, by Senator Graham. In open executive session on October 5, 1989, the Committee considered S. 1382, and ordered the legislation reported favorably without objection and without amendment.

Estimated Costs

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office.

U.S. Congress,
Congressional Budget Office,
Washington, DC, October 23, 1989.

Hon. Ernest F. Hollings,
Chairman, Committee on Commerce, Science, and Transportation, U.S. Senate, Washington, DC.

Dear Mr. Chairman: The Congressional Budget Office has reviewed S. 1382, a bill to permit issuance of a certificate of documentation for employment in the coastwise trade of the United States for the vessel the *Karlissa*, as ordered reported by the Senate Committee on Commerce, Science, and Transportation on October 5, 1989. Enactment of S. 1382 would result in no cost to the federal government or to state or local governments.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Deborah Reis.

Sincerely,

Robert D. Reischauer,
Director.

Regulatory Impact Statement

In accordance with paragraph 11(b) of rule XXVI of the Standing rules of the Senate, the Committee provides the following evaluation of the regulatory impact of the legislation, as reported.

Because S. 1382 does not create any new programs, the legislation will have no additional regulatory impact, and will result in no additional reporting requirements. The legislation will have no

further effect on the number or types of individuals and businesses regulated, the economic impact of such regulation, the personal privacy of affected individuals, or the paperwork required from such individuals and businesses.

Section-by-Section Analysis

S. 1382 consists of one section. It provides that, notwithstanding sections 12105 and 12106 of title 46, U.S. Code, and sections 27 and 27A of the Merchant Marine Act, 1920 (46 App. U.S.C. 883, 883–1), as applicable on the date of enactment of the bill, the vessel, *Karlissa,* U.S. official number 950453, is eligible to engage in the coastwise trade of the United States, and the Secretary of the department in which the Coast Guard is operating may issue a certificate of documentation for such vessel.

Changes in Existing Law

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.

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